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COUNTRY Czechoslovakia (Soviet Zone)

REPORT NO.

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TOPIC Brand Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT 7 March to 5 April 1952

DATE OBTAINED DATE PREPARED 24 April 1952 25X1

REFERENCES 25X1

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

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1. 25X1
2.

3. Between 8:15 a.m. and 1:30 p.m. on 23 March, there was local flying by jet bombers. 25X1
 The cloud base was at an altitude of 300 meters. Source observed that a man was in the prone position in the nose compartment of several type-27 planes.

4. During the night of 24 March, from 7:30 p.m. to 12:30 a.m., night flying was practiced by jet bombers which took off and landed individually. There was good visibility. Two aircraft landing lights were switched on before each landing and switched off after the landing.

5. Between 8 a.m. and noon on 25 March, 25X1
 There was no flying. Seventeen jet bombers 25X1
were identified. 25X1

CLASSIFICATION

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6. On 26 March, individual flying started about 11:30 a.m. There was a moderate cloudiness. Flying still continued at 2 p.m.

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Source observed on several type-27s, shortly after their take-offs, that one man lay in the nose compartment and that one man each sat in the rear gunner's station and the cabin. A weapon was observed only in the rear gunner's station. Source observed in the type-30 plane with the [redacted] that one man sat in the tail gunner's station, and three men in the two cabins. He could not determine which of the two cabins was occupied by two men.

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7. After 8:45 a.m. on 26 March, two formations each of nine jet bombers landed at the field in clear weather. The planes approached the field from the west flying in V-formation. The aircraft of the first formation landed individually. The first two flights of the second formation landed in groups of two; the third flight landed in one group. Another formation of nine aircraft approached at 9:10 a.m. and landed in flights.

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After the landing, the planes were parked on the concrete hardstands south of the runway. Tank trucks approached the planes. The crews remained near their aircraft until they took off again.

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After the three formations had taken off, the compressed air flasks, two for each jet bomber, were taken from the hardstands and loaded on a special trailer.

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8. On 23 March, the old radio installation with four masts was removed from the east end of the runway. (3) The truck with a mounted searchlight was no longer observed near the radio installation in Krausnick but a large searchlight about 1.3 meters in diameter was emplaced on the ground in its place. On 25 March, ten railroad tank cars stood on the spur track. The fuel was transferred in fuel containers in the fuel dump by means of engine pumps. (4) A brick garage about 100 meters long was being erected in Jagon (forest-subarea) 70 west of the cantonment, about 200 meters south of the road leading from Krausnick to Brand railroad station. (5) The area between the garage and the highway was being leveled. Cement, concrete mixers and construction material arrived there.

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10. Between 26 and 29 March, take-offs and landings were individually practiced by jet bombers at the field.

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After 9 a.m. on 28 March, several formations of nine planes practiced flying in V-formation. The planes landed at distances of about 500 meters.

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At about 2 p.m., about 60 aircraft were parked on the dispersal area and the completed hardstands. During the entire day, take-offs were made in groups of two at distances of about 2,000 meters. Explosions were continuously heard from the direction of Cottbus.

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Between 31 March and 5 April, there was routine day flying. On 5 April, a formation of nine aircraft took off. The first two planes took off simultaneously, the third plane followed at a distance of 500 meters, and the second and third flights took off individually at close intervals. The take-off of the entire formation lasted 25 seconds.

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11.

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13. Three radio masts, 15 to 18 meters high, were about 50 meters south of the radio installation near Krausnick. No wire connection was observed there.

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16. On the morning of 28 March, 30 type-27 and type-30 planes landed at the field. (3) On the same day, nine two-axle tank cars were shunted on the spur track to the field coming from Bicsa-Nafon. (4) Source observed a convey of 6 tank trucks, 2 trucks with personnel, 2 trucks with field kitchens, and 1 fire truck passing along Grand railroad station toward the autobahn.

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Comments.

- (1) These trains are probably to carry construction workers to the field.
- (2) The detailed statements of source 3 on flying activity on 28 March are

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- (3) The radio station is an Adcock DF station. It is not known whether a new installation is to be erected in its place.

(4)

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- (5) For location of Jagen (forest-subarea),

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- (6) The occupation agrees with the previous statements by other sources since early March. Prior to early March, 27 type-27 and type-30 aircraft were permanently stationed at the field. It appears that some planes took off from Berneuchen airfield since March.

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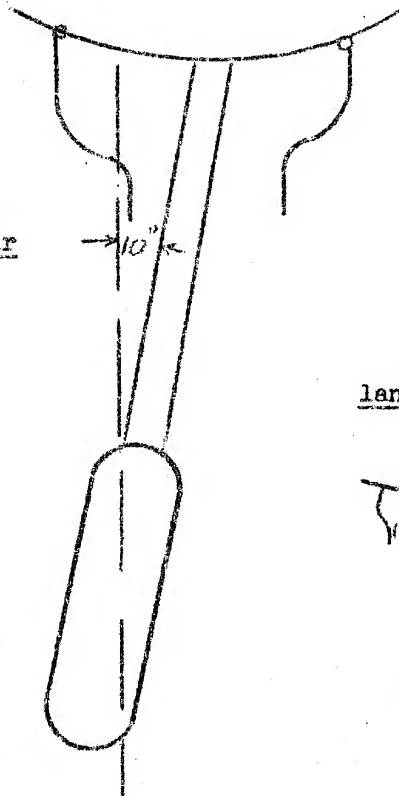
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Annex 1

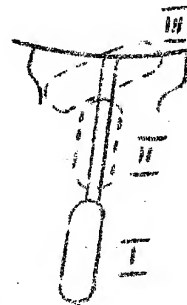
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B R A N D AIRFIELD

main landing gear



retraction of
landing gear in 3 stages



not to scale

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